

Public Comments on Proposed Bicycle/Skateboard Code Changes

Electric Assist Bicycles	Downtown Sidewalk Zone	Skateboards in Streets
I was glad to learn that the city is now considering permitting electric assist bikes on off street paths, so older folks who need them can enjoy riding up the beautiful river bank paths. I never understood why the city initially prohibited them, while at the same time a few years ago it permitted the electric assist bike-rickshaws to operate on the paths. Was it because the city could charge the rickshaw operators a permit fee?	Are 6 <sup>th</sup> and 7 <sup>th</sup> be legal to ride bikes in street. Need signs to say it's a shared street. Implied that she would like to ride bikes on the sidewalk on 6 <sup>th</sup> and 7 <sup>th</sup> .	I have resided in Eugene since 1973 and have bicycle commuted to almost all of my workplaces during those four decades. I also was a skateboarder when I was a young man when skateboarding was new. I really loved skateboarding and have an understanding and respect for them. However, my encounters with skateboards in the bike lanes has not been good. In particular the bike lane that runs towards campus on 13th avenue from Willamette to Kincaid skateboarders often roll against traffic in the bike lane, or pass cyclists waiting for lights to turn green without warning. 13th Avenue has bike lanes running against the direction of car traffic for two blocks heading west from Kincaid, but then there is no option to continue west after Hilyard which creates a lot of wrong-way traffic in the bike lane from bikes and skateboards. Also I have narrowly missed loose boards when riders hit a rock and let the board fly off, or riders make exaggerated turns and hops in the middle of cycle and pedestrian traffic. Maybe I was this rude when I was in my teens and twenties, passing older riders at a high rate speed. But I have always used voice or bell to warn other cyclists or pedestrians I was passing. And when I rode it was before bike lanes and skate parks. The current bike exclusion zone is Fire District 1, or downtown. Inside that zone bikes and skateboards are not allow but sandwich board advertisements are. There is a general misconception that bikes are <u>not</u> allowed on sidewalks <i>everywhere</i> , and that sandwich board advertisements <u>are</u> allowed <i>everywhere</i> , which is not true. Sandwich board advertisements are not allowed on sidewalks outside of downtown for wheelchair accessibility, and bike are allowed on any sidewalks outside of downtown. Another example of city ordinances that are widely misunderstood is street leaf collection which the city offers in November but leads to streets and bike lanes having leaves and debris blown into them all year long. For many years the city has been creating bike lanes on busy street by taking away from on-street parking. A recent example is 24th Avenue from Friendly to Chambers, and some plans for Willamette street from 24th to 29th call for bike lanes. My opinion is that sidewalks and side streets are safer to ride on than bike lanes because a stripe of paint doesn't do much if a driver is distracted, drunk or otherwise dangerous. I believe that the city needs to improve and widen sidewalks while educating cyclist and skaters with media and much needed enforcement of current law.
Supports allowing e-bikes on paths. Has had two knee surgeries and needs extra boost from the electric assist. Would like to help promote changes to the existing law.	i am all for the proposed changes for bicycles, skateboards, etc. i thought bicycles were banned from _all_ sidewalks in eugene. the current article in the weekly makes it seem that it's only for the downtown area. i certainly woud like to see bikes banned from all sidewalk areas. it's a hazard in many places other than downtown.	I understand that you are collecting opinions so as to improve/upgrade the local statutes related to the use to bicycles and skateboards on city streets and sidewalks. Over the past 10 years I have noticed an increasing disregard by cyclists and skaters of the basic common sense laws of vehicular traffic. These include stopping at red lights and stop signs, observing the traffic direction on one way streets, leaving sidewalks for pedestrians and so on. I don't believe that new laws are necessary, rather stricter enforcement of the current statutes would solve most of the problems. Sadly civility and respect for others are nearly impossible to legally enforce.
Next to regular bikes, electric assist bicycles have to be the greenest most useful transportation technology around. They allow older, less fit, people to bicycle. They make getting up steep hills much more palatable for most of us. They allow much more ease in carrying significant groceries or other items. They are safe, quiet, and relatively (to auto's) cheap. They decrease auto traffic, do not pollute the air, and use no fossil fuels. They help keep people fit as in most cases without them these folks would be inclined to use autos. I believe they should definitely be allowed on all paths where regular bicycles are used. I see no reason they should be restricted.	Thank you for your invitation to contact you about this issue. I am a 66 year old driver, pedestrian, and bicyclist who visits downtown about daily, most often as a driver and pedestrian. Shannon Finnell's article interested me because it described the problem that some pedestrians experience navigating some sidewalks downtown, but it did not describe the problem from the points of view of bicyclists or drivers, skateboarders, roller skaters, or wheel chair users. As a bicyclist, I ride a three-wheeled recumbent, visible to drivers of SUVs by its high orange pennant. I do use some sidewalks that probably already are excluded for use for bicycles and others that are proposed to be excluded. These include stretches of 6th and 7th, Willamette between 7th and 8th, and finally, 10th between Willamette and Charnelton (north sidewalk only). 6th and 7th have fast moving "gangs" of cars. Willamette between 7th and 8th and 10th between Willamette and Charnelton are both quite narrow. 10th features buses as well. As a bicyclist, I do not feel safe on these streets and use the sidewalks as a safer alternative. As a pedestrian, I have not yet run across an inconsiderate skateboarder or bicyclist on the sidewalks. I am unsure why that has not yet happened to me, as frequently as I am downtown. As a driver, I have learned to wait patiently for the slower ones among us: pedestrians, bicyclists, and others. Given my experience, I would oppose the expansion of the bike exclusion zone. If I am expected to ride my bicycle on any of the streets that I mention above, I would appreciate a safe zone for bicycles and traffic calming methods. Thank you for your attention.	I'd like to put in my 2 cents to the debate. I am a bike commuter 5 days, 75 miles/wk, rain/shine. I drive the other one or two days doing errands unable to accomplish on the bike. I share the off street bike paths w/everybody. I consider bike lanes on the street for bikes. I look at this from the point of view as a bicyclist and a driver. Skateboarders, by their nature, are unpredictable. Skateboards do not have breaks. There are times the board scoots out and lands away from the skater. When I encounter them in bike lane on the street, I worry about collisions with them (or the board) and autos if I try avoiding them.
Just saw an article in the EW and your email was at the bottom. I want to buy a couple of e-bikes (pedal bikes with electric-assist motors) but need to know what is the law regarding riding them on Eugene's bike paths? The EW article says this is changing? Please advise. Put me down for one vote to allow these pollution-free bikes on the paths.	Resident of Olive Plaza called to support the expansion of the zone to include Olive Street to 13th. She doesn't not walk well and if frightened when passed very closely by bicyclists and pedestrians. She said many of the other residents of Olive Plaza share this concern about their safety when pedestrians and ride on sidewalks in the downtown area. When United Way came to their building and asked what can be done to improve their livability, this concern was brought up by by several people.	Many, many times they are in the bike lane going in the wrong direction against traffic. When driving , I worry about hitting them. Skateboarders are not "attached" to their rolling device like bicyclists, they are a category of pedestrians. Roller skaters are pedestrians on tiny wheels. Please keep them out of the street bike lanes. Rhetorical question. Do you really think skateboarders will wear lights so they can be seen?
I would like to elaborate on the email you received from my husband, Dan Pimentel, inquiring about electric bikes regulations with the hopes that it will give you more input for the city council. As is mentioned in the Eugene Weekly article, hill climbing is assisted by electric bikes. We climb a hill that is about a mile long to reach our home and once we get our electric bikes, I will be riding it instead of driving to nearby shopping etc. As of right now it is too time consuming to do so and we actually transport our bikes via a truck to our riding destination. In addition, the nearest bus stop is approximately two miles from our home. However since we are getting folding bikes, we will be able to easily take them on the bus with us and travel to locations by bus instead of car and ride our bikes once we arrive. Use of electric bikes has become very popular for commuting to work and the folding bikes can be brought into an office space. In addition we now ride the off street bike paths (arriving there by car) and we would prefer to continue to use those for smooth and quick travel to our destinations using only our electric bikes. I strongly encourage a change in the current regulations to eliminate the restrictions for electric bikes.	Hello, I am a cyclist and my husband commutes via bike to work. We are concerned about the proposed rules for Sixth Avenue. The bike exit off of Sixth and High Street is technically a sidewalk or shared use path. Does this mean we would no longer be able to use it? I don't think having cyclists on 6th or 7th street (without bike lanes) would make us any safer. So, I have a couple of alternatives. • Make the sidewalks off of Sixth and Seventh a shared use path during certain times of day. There are times during the week when there isn't much traffic or people using the sidewalks. Typically early in the morning. • Add bike lanes to 6th and 7th. Eugene is a bike friendly city. Let us keep it that way!	Just what could be the thinking involved with even considering introducing a group of inexperienced decision makers onto surfaces historically and predominantly used by 4000lbs plus vehicles and bicycles. The afore mentioned vehicles are a danger unto themselves and others even when operated sanely and safely. The only reason death stats haven't risen in relation to miles driven is the increased in vehicle safety design. More unregulated (unenforced) distractions by unprotected individuals is only asking for trouble. Unfortunately the reality is people drive with a Dutch Bros. in one hand and a cellphone in the other. Im not interested in living with the chance of injuring or ending the life of an inattentive 10-25 year old. I have raised two scateboarders ,I know the thought processes or lack of. Those of us who use our roadways (I have for 52 years) have enough in dealing with those sharing said use. Leave the worms in the can for next years fishing season.
I work for a small medical business in Eugene, we are currently moving into the EWEB building and have several employees that are interested in using electric bikes on the Eugene path system. I've searched the web for Eugene bike path rules and regulations but have not found any information on electric motorized bikes operating on our bike paths. Please provide a link or e-document that lists the rule and limits.	I am against this proposal. I feel that skateboards have enough restrictions regarding where they can be used.	I am in favor, provided that skateboarders riding in the streets are required to wear helmets and flashing lights as a minimum level of protection for the increased danger of skating in traffic.
please don't allow motorized vehicles on bike paths. they're already too congested with numerous dangerous obstacles like pavement breaks. I have had to dodge illegal motorized bikes in the past and think legalizing this would deter bicyclists, runners, walkers etc. thank you. you may read my comment at hearing if you like.	Against expansion	I do not favor allowing skateboarders to use bike lanes on city streets. Skateboarders generally, in my experience, do not wear helmets, do not wear reflective clothing and do not have lights or reflectors. Oregon law only requires helmets for skateboarders aged 16 and under, on highways and in a public place, with a \$25 fine. Allowing skateboarders to use bike lanes may result in skateboarders being at significant risk of injury from accidents due to lack of visibility, particularly at night and during inclement weather. Skateboarders sometimes do not travel at the same rate of speed as bicyclists who would also be using the bicycle lane. Skateboarders sometimes are less predictable in their travel, such that vehicle drivers and bicyclists may be less able to anticipate their actions.

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	<p>NO</p> <p>I'd prefer to see the zone eliminated by increasing formal bike lanes and/or adding sharrows on ALL downtown through ways. I would be amenable to small, cogent exemptions, such as the sidewalks outside dense housing, elder housing, and schools. Having explicit rules about particular stretches would be enforceable and logical to cyclists/boarders.</p> <p>Alternative A NO</p> <p>Alternative B NO</p> <p>Alternative C NO</p> <p>A different boundary: YES, I would aim for the smallest most enforceable boundary--if needed at all. Something like: 8th to 13th, Olive to Oak with tiny extension for Eugene Hotel.</p> <p>Skateboarding prohibited outside Hult? NO</p> <p>Children allowed? This is sticky: who is a child? Under 18 ? ... that is many, many boarders...Should be all or nothing or enforcement will be difficult.</p>	
I am very much in favor of this proposal.		I'm ok with skateboards in the street.
ok with this proposal as long as there's no funes or noise.	I as a Eugene citizen would be forkeeping bikes and skateboards off the core city sidewalks	Opposed to allowing skateboarders to ride on streets. An accident waiting to happen.
MAYBE. I'd like to see speed limits/courtesy signage on off-street paths that would allow multiple modes (bikes/peds/boards) to safely coexist. This would slow down e-bikes and road-type cyclists who are often traveling much faster than all other traffic	<p>On the question of expanding the area where no bikes or skateboards can be used downtown, I would agree except in areas where there is construction. Right now, it is hard to get around 13th and Olive. To go north I travel on the Charnelton sidewalk to get to 12th since Olive is closed during the time I am traveling. I am concerned that some first time bikers that do not feel comfortable riding on the street with fast moving vehicles will have to avoid this area. What routes can be shared with those that want to come downtown, but not ride in bike lanes or on shared streets?</p>	<p>I recently learned that the city of Eugene is considering permitting skateboards on city streets and bike paths. Currently, skateboards are permitted on off street shared use paths, and also in skateboard parks. I have supported the city's past initiatives in recognition of the popularity of skateboarding, e.g., the recently constructed "world class" skate park. However, I think permitting skateboarding on bike paths is ill-conceived. In fact, that we are considering skateboards on bike paths is a further evidence of the City's tepid support for bicycle transportation. Eugene rightly cites its accomplishments in promoting bike transportation relative to other U.S. cities. But that is the wrong standard. We may be flirting with 10% local trips by bicycle, but places, like Amsterdam, for example, that have really taken their moral and economic interests seriously have achieved bicycle transportation shares of over a third. In fact, private cars in Amsterdam are at the bottom of heap behind cyclists, pedestrians, and transit riders. This is the standard that Eugene should be aspiring to. It doesn't take much research to discover that a serious program to encourage low impact transportation choices like walking and cycling pay off big time economically, environmentally, and in improved public health. There are no downsides. Where a major shift in modes have been accomplished, it has been accomplished when government increases its economic commitment to low impact modes (bikes and pedestrians), and withdraws support from expensive, highly subsidized, polluting modes of transportation (e.g., private automobiles). The Dutch converted many of their city streets from automobile use to bicycle and pedestrian use. In fact, there are only two modes that can have a demonstrated a major impact on our economies, social well-being, health, and economy because they are so efficient and low impact, and those modes are transportation by foot, and by cycle. The former is the cheapest and lowest impact of any mode, and the latter is the only mode that can replace the automobile for local transportation of distances that embrace an entire urban area. I have employees who commute daily more than 10 miles each direction, for example, and 80% of my employees commute by bicycle at least 75% of the time. Skateboards are rightly banned from sidewalks because they are incompatible with safe pedestrian use. They should be banned from bike paths. On bike paths, skateboards are too slow uphill, have no breaks downhill, in many cases take erratic and unpredictable paths. And if skateboards are allowed on bike paths, why not roller blades and roller skies too? Safe facilities for cyclists are at the very heart of improving the urban environment and taking moral responsibility for our societies increasingly disastrous environmental impacts. The status quo of subsidization of driving (about 70% subsidized), and anemic support for environmentally responsible alternative modes is morally indefensible. We need to make bike paths better, safer, and make the system more complete. Skateboards on the bike paths are a big step backwards. Even if skateboarders on bike paths are initially few, and only a minor inconvenience, this is a bad idea that would be very difficult to reverse after implemented. If the city wants to invest more in skate boarding, fine. I am all for closing half the streets to through traffic. Then you would have space to accommodate this sport without compromising our basic transportation system. There is no alternative the bicycle for a real shift of modes in an urban setting. I certainly support allowing skateboards on adequate, safe bike facilities, and I support providing such facilities. There are two points, however, that concern me: 1. There may be some places where on street bicycle lanes could be built and designed for safe cycling, but that would not be safe for skateboarders, or for skateboarders mixed with cyclists). 2. Many (maybe most) of Eugene's on street bicycle lanes are either less safe than nothing at all, or at least not nearly as safe as they could be if properly designed. Therefore, I think that skateboards should no be allowed on streets and bike lanes until a serious study of the existing on street bike lanes is conducted, and the many safety deficiencies of on street bike lanes are addressed. We should go forward with improving the facilities for bikes and skateboards with all due dispatch so that skateboards can be safely accommodated on as much of the street infrastructure as practically possible.</p>
I would strongly oppose allowing electric assisted bikes on to off-street shared use paths. I have experienced an electric assisted bike on the path by the River and I found it to be very unsafe. If citizens choose to have an electric assisted bike I assume they would like to go faster and more efficiently than a peddled bike and therefore would be happier on the street where the electric motor will help them travel.	<p>I haven't heard where the full expansion is planned for but my hope would be that before we do an expansion of the zone that a few things are considered:</p> <p>-Put down sharrows through the downtown area, especially on the main bike corridors. If we don't want bikes on the sidewalk we need to show them (and motorists) where they should be!</p> <p>-Make a signage plan. The current curb cut signs were upside down and illegible within a year. We need better information to be there for new residents like the annual student turnover.</p> <p>-Have funding and a plan for the implementation of the above before the expansion occurs.</p>	<p>YES. I'd like to see boarders have the same status as cyclists with same rights and responsibilities (under 16 helmets required, etc.), and rules of the road. I'd like to see education replace the "straight" citation system for cyclists/boarders/drivers/peds, for minor infractions. Let's develop a citation system that puts education front and center with the goal of changing behavior rather than financial hardship. Get that boarder who hits a ped to actually learn from/interact with the ped point of view. Get the cyclist who runs a red light to learn from/ interact with the driver at night point of view. Get the ped to understand that jaywalking across traffic is really dangerous through education. We want to change dangerous behavior not discourage alternative transit modes.</p>
I am a resident of Springfield, but as you know, I have been involved with bike path and animal safety in the Whilamut Natural Area for many years. I am opposed to motor-assisted bikes on the bike paths. Most of the bike paths in the WNA and in our area are fairly flat. If it were just a matter of a biker getting a little assist up a hill, that's one thing, but I think they need to stay on the roads because this can get out of hand very quickly as far as what is a legal motor on a bike. The City cannot afford to have monitors on the bike paths, and have very little means to monitor how much a motor is allowed. Please don't leave it up the CPC or other citizens to make this work. As one person who is in the park often, I know that we have road kill from people going to fast on bikes. I have buried more than one unfortunate animal who has gotten smashed by a speeding bike rider. The WNA is a natural area and we don't need to have motors in the park except on emergence vehicles and if people need them because of a verified disability on a wheelchair	<p>Thanks for the opportunity to provide comments regarding the proposed changes to the No Sidewalk Riding Zones in downtown. I am not commenting on behalf of the entire university, but from the perspective of a university employee who handles transportation planning issues. As you know, UO is the destination with the largest number of commuters using active modes of transportation in the City. About 74% of the students, faculty, and staff (including those who live on campus) use active modes to get to and from campus, which includes walking, bicycling, taking the bus, and skateboarding. About 21% bike to and from campus as their primary mode. About 4% of students skateboard to get around on campus, and I have been observing an increase in skateboarding as a commute mode. My office supports City policies that encourage the use of active modes, which are consistent with the Campus Plan. From my perspective as a bicyclist, the current No Sidewalk Riding Zone can be discouraging by including 6th and 7th Avenue, which accommodate high speed traffic, have relatively low pedestrian use of the sidewalks, and are not bike- or skateboard-friendly. I can't imagine it would be less intimidating for someone on a skateboard. The proposed "Option C" is more encouraging because it keeps the No Sidewalk Riding Zone between 8th Ave and 13th Ave, where the pedestrian use of sidewalks is relatively high and vehicle traffic is not as intimidating. In addition, the regular shape of the Option C boundary makes it less confusing for those who need to know. However, there are still areas within Option C that feel somewhat unsafe for bicyclists and skateboarders if they have no option but the street, such as Oak Street between 11th and 8th, and 10th Ave between High and Oak. In such areas, the City should make it clear that bikes and skateboarders have a legitimate place in the street. Lastly, if skateboarders are to share bike lanes, it should be made clear (to skateboarders, bicyclists, and drivers) through education, signage, and/or any other necessary treatments.</p>	<p>What kind of utopian bubble do the city council and planners live in? Bikes and skateboards together in bike lanes are a guaranteed recipe for accidents -- with cars, pedestrians, and each other. "As long as people uphold the law, there shouldn't be a problem," Miller said." And when was the last time you saw a bicycle or skateboard rider stop at a stop sign, wait to turn, or wait to cross an intersection? "But skateboarders need to obey traffic lights and laws, just as bicyclists are required to do." What a lovely thought. Bicyclists may be required to obey traffic lights and laws, but they don't. And the police don't enforce the laws already on the books. I walk for health and recreation. I've been knocked down by a teen on a bicycle (cuts and bruises), jostled by a skateboarder on the bike path (got a broken ankle out of that one), and earlier this week as I was leaving Dick's Sporting Goods in the Delta Oaks shopping center, a young woman on a bicycle zipped past me as the door opened. She missed me by about six inches. It was raining, and apparently she wanted to ride where it was dry, under Dick's marquee. I didn't get even a glance, let alone an "I'm sorry." If skateboard riders were 40-ish, wore suits, and carried briefcases, I might support the idea, but they are usually immature adolescent males with poor judgment and a need for speed. I vote to protect them and the rest of us by allowing them in only skateboard parks.</p>

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<p>I am not in favor of allowing electric assist bicycles on off street paths. I would like to know the reasoning for this request. As you may know, the use of any motorized vehicle in the Whilamut Natural Area of Alton Baker Park is a violation of the park plan-per goal 14. I think enforcement of this change would be difficult all over Eugene. Human powered bicycles travel too fast on some of these paths already, scaring walkers who want to enjoy their surroundings. Some people have stopped using some paths due to the fast bike-the electric assist would compound the problem. This is one of the reasons the WNA has a no-bike path in Eastgate Woodlands in Springfield, so people that move slowly or use walkers can enjoy a walk along the river without having to worry about a bike whizzing by on the narrow path. If the code is changed there would have to be exceptions to ban these bikes from the WNA. The WNA is a place for passive recreation-a slower pace, for people to enjoy the park, not having to worry about fast moving bikes. I am also concerned that if electric assist bicycles are allowed on paths that the bikers that have modified their bikes with gas powered assist will think it is okay to use these noisy bikes. I have already experienced this in West Alton Baker Park. Why change the code when enforcement will be so difficult to achieve?</p>	<p>Thank you for drafting these 3 proposals which would help to create a safer walking environment in downtown Eugene. Our residents at The Eugene Hotel Retirement Community , located at 222 E Broadway, have an active role in the downtown neighborhood . They love to shop, eat out, visit the Saturday Market, attend events at The Shedd and walk around in general. We are very supportive of Proposal 2 which would expand the "no sidewalk riding" zone. When leaving our main building entrance/exit on Broadway, we are often surprised by a bicycle speeding by on the sidewalk. Colliding with a bicycle could be detrimental to a person in their 70, 80, or 90's. This proposal would seek to "improve public safety in high-pedestrian areas", which our area is, as we share the block with Starbucks and Tensegrity Physical Therapy.</p>	<p>This letter is regarding the discussion of whether skateboarders ought to be given more of the rights of bicyclists. I think not! They can't stop fast enough, and they can't turn quickly enough, and they usually have to watch the ground below them so much that they aren't looking ahead enough. I drive through the university district every day and evening, and about three times a week I nearly hit a skateboarder whom I can't see until it's nearly too late. Most skateboarders, like my partner's son, are young men who probably have no idea about how invisible they are to drivers. Worse than that, I doubt that they care. They are often tuned in to the earpiece in their ear and not listening to traffic. They are almost always recklessly not wearing helmets or any attached lights, and they are often flailing their arms about as if they might lose their balance at any moment. As it is, skateboarders should be required to wear helmets and have white lights and red reflectors in the dark, but we can't police them. I'm very sorry for the family and friends of the young man riding a skateboard who recently died in a collision with a car. It could so easily be a son of people I know. I also feel bad for the driver of the car, as I know it could very easily happen to me. Skateboarders are only as safe as the maturity and awareness and skill of each rider, and as the means of transportation itself allows. Please do not give skateboarders easier opportunities to crash with cars.</p>
<p>I'm not sure if there is a limit to the watts or what the measurement is going to be but I hope you have some good comments from people who are using these bikes. I know a couple families that I could have you contact if you don't already have input from users. Overall I think it's important to allow electric assist bikes onto our path system. Electric assist breaks down the barriers many have to cycling (hills, injuries, big loads like kids, etc.). As long as the bikes are assist and not just full on electric power without the need to pedal I have no problem with allowing them on the paths as long as we set a limit to speed and power.</p>	<p>Simply put, prohibiting sidewalk riding and skating criminalizes a user's preference for safety. Until the city installs safe and adequate on-street infrastructure, skateboards and bicycles on sidewalks will always be a problem. There is no reason that mode choice should be dictated by how brave a person you are. I want to say this again: 'No Sidewalk Riding' zones criminalize a road user's prioritization for personal safety. I understand that there are instances where skating on sidewalks is focused on tricks and not commuting, and the sidewalk is not the place for this. But asking skaters and cyclists (who are commuting) to ride in the roadways is dangerous without buffered bike lanes. I choose none of the listed alternatives. Also, as it stands, Willamette is listed as a bike route and users are directed there until it dead ends at 7th. This is a confusing message to send bicyclists. In addition, there are no signs that tell bicyclists they cannot ride in the Hult Center. The current 'no sidewalk riding' zone contradicts the way-finding that Eugene has in place.</p>	<p>I just want to add that it is so nice to see our city in the direction of becoming more 'skateboard friendly'. Having a son who has been a skateboarder since he was a young kid, we have experienced plenty of hostility towards skateboarding in general. I may be speaking for the minority here, but skateboarding is one of the healthiest activities for teenagers in their free time. Yet, they are often told that they are not welcome in many places. I hope we can all share the roads in a safe manner and help promote any form of transportation that reduces carbon emission.</p>
<p>This vehicle is propelled by a serpentine (snake-like) movement. People take a moment to see when they can pass. Under electric motor use, it is much more straight. Video demonstration - <a href="http://www.youtube.com/watch?v=oFupT4-NOAc">http://www.youtube.com/watch?v=oFupT4-NOAc</a>. I have an electric Trikke, and I would like to motivate down the Willamette Bike path, and on the streets of Eugene. Please consider this in your study.</p>	<p>I am a bicycle rider and a motorist both. I have no problem with this proposal. I think it is reasonable.</p>	<p>I as a Eugene citizen would be for allowing skateboards into the bike paths on city streets.</p>
<p>I'm highly opposed to this proposal, mainly do to safety reasons. I believe if these proposals are approved they will create multiple problems of abiding by and the enforcing of current and any new regulations.Electric Bicycles or Electric two wheeled Vehicles? Does this include electric scooters? How about the two homemade electric ice chests I've seen a couple of old geezers riding on the pathways? Many or a lot of the electric bikes and scooters are toys for young children. Daily I witness children walking, on tricycles or these mini walk bicycles, wondering side to side on the pathways, unaware of other path user traffic of both directions, bikers, joggers, walkers. These children are usually out of immediate or easy reach and safety of their parents. With the larger, "adult" sized electric bikes and scooters, speed is an issue. These are normally ridden by students (U of O, High School etc. ), in a hurry coming or going to class, shopping or who knows where. I personally have had several close encounters, near collisions with the current high volume illegal alternative powered bike and scooter traffic on the pathways. Normally on corners or curves they've taken too fast and have crossed over into the oncoming lane. Can't hear them coming. Electric vehicles run silent. Ever seen a scooter with headlights or tail lights. Please be realistic in favor of safety. Do not endorse or allow skateboards in bike lanes, or electric vehicles on the Pathways.</p>		<p>I am very concerned about the safety of skateboarders using the streets, especially at night. Bicycles have reflectors and cyclists (usually) have a flashing red light on back and white flashing light ( sometimes) on the front of their bikes. Even if they are in dark clothing, their reflectors are visible in headlights. I almost hit a skateboarder along 5th avenue last week. It was dark and he was in the bike lane, but veering out into the street to miss the leaves in the bike lane. He was also in dark clothing and almost impossible to see. I understand the need of many to use their skateboards as transportation, but some sort of reflectors (tape?) all around the board should be required, with a clip-on red flashing light on the person in the rear. I still think it's not very safe, but these measures would help if this is allowed.</p>
<p>Thank you for inviting public comment regarding the city's deliberation about skateboarding in the downtown center. I work downtown with adults age 55 plus and adults living with disabilities. I am writing to urge you to either keep or strengthen the "No Skateboarding" rule in the downtown area. As the 11-15 Register Guard article pointed out, "Skateboards can be difficult to stop or turn." But in addition to the dangers that poses for motorists and skateboarders (such as the person severely injured at 20th Ave &amp; Harris) that the article referenced, skateboarding can be both frightening and quite dangerous for anyone living with challenged mobility. Skateboards may provide terrific transportation, but they are also loud and fast. As the number of people living, working, and playing in the downtown happily grows greatly over the next months and years, it will be increasingly more important for us to learn how to best understand and adapt to each others' needs. I hope we can all agree that the safety of those of all ages who are less physically able -- including students of all ages -- should trump the wishes of those focused solely on comfort and speed. As one who often bicycles to work, I find it takes only moments out of my commute to jump off my bike and walk it through downtown -- then hop back on when I'm out of the illegal zone. In terms of justice, people need to be able to move safely and feel welcome in their own neighborhood and work community.</p>		<p>The thought of a skateboard in a bike lane worries me. From what I see, skateboarders do not have as much control over their skateboards as do bikes. At this time of year, it is hard to negotiate leaf covered bike lanes on a bike with handlebars. I cannot imagine what a skateboarder would do when they run into leaf covered acorns strewn on the street without the help of a stirring mechanism or brakes. One of my concerns is for younger skateboarders that are just learning to navigate with their skateboards. They could cause problems to themselves and others around them. Is there an age limitation for these code changes? Would there be a requirement for skateboarders under 16 to wear a helmet like on bikes? I am also concerned with night use of streets as there is a limited area to put lights on a skateboard. I think that should be a requirement as it is for bikes. There should be some way of being seen that needs to be addressed.</p>
<p>Electric assist bikes should be allowed on the bike paths with strict speed limits. I was bicycling on Row River Trail two weekends ago and we encountered electric-assist bikes. They were quiet and were not too fast. I would hope that opening the door to electric assist bikes wouldn't give "permission" to noisy gas-powered scooters (we've all encountered them on city streets) on our bike paths.</p>		<p>Thank you for soliciting comments about whether to allow skateboards in bike lanes legally. I have two thoughts:</p> <ol style="list-style-type: none"> <li>1. I think it is wrong to criminalize people who believe they are making safe transportation decisions by avoiding using a street for bike or skateboard use and using the sidewalk instead.</li> <li>2. I also believe that sidewalks really should only be for pedestrians and that forms of movement that naturally travel faster than walking speed, like bikes and skateboards, should have accommodation elsewhere.</li> <li>3. I believe that standard bike lanes are, in general too small and too uncomfortable for most people to use on bike or skateboard.</li> <li>4. So, I would support a proposal to allow all kinds of non motorized transport into any bike lane that is 8' or larger and physically separate from moving vehicles. I believe this can be standard design on all minor and major arterials, and minor and major collectors, especially ones where a lane of parked cars can be repurposed with separated and wide lanes for non motorized use.</li> <li>5. The nicer our facilities for non motorized users, the more of such users we will have, which will meet many of our community goals. Asking to squeeze more people into inadequate space that most members of the community already feel to be unsafe and uncomfortable (the normal bike lane) does not seem to be a very forward looking and sustainable solution.</li> </ol>

Electric Assist Bicycles	Downtown Sidewalk Zone	Skateboards in Streets
<p>I am a bicycle rider and a motorist both. I have no problem with this proposal. I think it is reasonable.</p>		<p>Just want to add my two cents....I live downtown and bike every day at least once. I like alternatives to cars so my heart is with skateboarders and allowing them to ride where it's best and safest. My only concern, from years of sharing the bike lanes and paths with them (usually the lovely path west along Amazon Canal), is that they rarely proceed in a straight, predicable path, often using a snake-like back and forth motion to propel them forward, and often, the rider does not have the skills or experience to control his board safely. Unfortunately, that ends up having them all over the path and very difficult to get by in either direction without stopping, making eye contact and then figuring out what's next. Don't know what can be done about that or how to write yet another rule, but when they move straight forward and are considerate of others, I'm happy to share the path. I've just had some very dangerous run-ins with boarders who felt like the entire width of the path was theirs, to do with as they pleased, and got impatient or angry with anyone questioning that attitude. Not sure my concerns should keep boarders off the paths. Just know if they start using them, the initial period may be fraught with accidents, and maybe a fight or two. Hopefully not.</p>
<p>I am currently considering moving to Eugene to be nearer to my Son and his wife. However, I read an article in today's Register Guard that stated electric assist bicycles are not permitted on multi-purpose paths within the city of Eugene. I have visited Eugene and enjoyed electric assist bicycle rides on the paths there a number of times over the past few years. My research into legal issues that apply to electric assist bicycles within the state of Oregon are very clear in the fact that they are not considered motorized vehicles, but instead are considered as bicycles. As such, they can not be arbitrarily restricted from paths, etc. that allow regular bicycles, with the exception of actual pedestrian sidewalks (that allow regular bicycles) where the electric assist can not be used. However, the Oregon law does allow a park, city, etc. to specifically ban electric assist bicycles from areas where regular bicycles are permitted provided the ban is enacted in their lawfully passed written rules, laws, regulations, etc., and the ban must be posted appropriately at paths, trails, etc. Based on the above, I do not believe the city of Eugene can get around the Oregon legal provisions for electric assist bicycles by simply declaring they are motorized vehicles. In summary, I am quite distressed to learn of this ban within the city of Eugene. Although still quite able bodied in my twilight years, I am unable to ride very far without a little assist, and have looked forward for some time to relocating to Eugene and using an electric assist bicycle for recreation, shopping, and exercise. As you are aware, although often argued with the pedal only bikers, electric assist bikes are one of the greenest of all transportation modes, and any rules or laws that discourage their use are counterproductive to future transportation goals. Thank you for reading the above, and I look forward to the outcome of your current considerations of electric assist bicycles.</p>		<p>Skateboarding:</p> <p>-As we work to build a better system for EVERYONE using our streets, no matter what transportation choice they use, we need to remember that these are public spaces and we need to consider how we utilize them to their best potential.</p> <p>-We NEED to encourage ALL kinds of non-auto transportation to make a system that works for everyone! Whether kids get to school by bike, skateboard, scooter, or walking doesn't matter as long as they are not being driven and that they are able to do it safely.</p> <p>-Skateboarding on the street is only dangerous if done improperly (see point about enforcement below) and if drivers are driving improperly (again, see enforcement).</p> <p>-Skateboard technology is changing. Boards are better for commuting. They are faster and they are more like bikes than ever before and they are certainly not like pedestrians. They don't belong on the sidewalk unless moving slowly.</p> <p>-Also people are changing. Many people like skateboarding for the freedom it brings. No worry about stolen bikes when you can carry it on the bus and into class! No worry about car repairs, flat tires on bikes, and it's faster than walking.</p> <p>-We should not set a city policy from only the perspective of people who don't ever use or understand what we are talking about. I understand the police have some concerns but how many of them really understand "skateboards as transportation"?</p> <p>-Using the reasoning that skateboarders are not following the rules now so why let them on the roads is a red herring. Motorists don't follow the rules of the road and we still allow them on the road, we just require enforcement of the laws.</p> <p>-If you don't understand skateboarding try learning about it. Talk to people who skateboard and don't just assume you know it by watching some people do it.</p> <p>Are there issues that need to be addressed? Of course! We need to educate users on what it will mean if they are road users. Like cyclists they would have to follow the rules of the road (including using lights). That is going to be tricky, just as it can be for people riding bikes, but it's worth it to have a more complete transportation system.</p>
<p>As a person with multiple life altering impairments who uses a "motorized vehicle" to enable me to to go out in public areas, I literally snorted in laughter when reading the article in today's RG about the consideration of allowing electric bikes on off street paths. This was not joyful laughter sir but one of sadness. For I am one of approximately 34,000 people (approximately 13% of our cities population based on 2010 census data) who need assistance devices in order to move around. And every time I enter a park, I see city code signs that tell me I am breaking the law by virtue of the way I do so. And thus I am constantly reminded of the lack of consideration and even awareness by this city has about the effect its decisions have on a significant portion of its population. For seeing those signs each day triggers the same negative feelings experienced by African Americans regarding "No Colored Allowed" signs. These signs display a thoughtless arrogance that say people like me are not even important enough to be thought of when these ordinances are considered. I raise this issue because I think it odd that Eugene would consider changing these ordinances because individuals with incomes sufficient to purchase electric bikes make it worth your while to do so. It makes me wonder what are the civic priorities in this city. Do you only cater to the desires of the well heeled? In addition I would note that the issue of thoughtlessness is not limited to the Parks department. Other examples I have encountered while living here include: 1.There is no city code requiring individuals who convert residential buildings into businesses to provide accessible entry. 2. The city library requires people using assistive devices to attend an event to call and make a seating reservation (in a segregated section) and yet does not include this requirement in its promotional materials. I could cite several more but I think you can see why I feel this discriminatory behavior is pervasive. So Mr. Shoemaker to return to my first comment about laughing about the RG article. You don't need to repeal these ordinances to pacify the well heeled. They are already unenforceable because they unconstitutionally discriminate against a protected class of people. At some point one of us is going to sue and they will all go away.</p>		<p>Thank you for allowing public comment by means of email. I read with alarm the headline in last week's Register Guard--"Skating Toward Respectability." Sadly, a few of those youthful skateboarders are also skating toward catastrophe. Part of the role of government is to protect citizens from their own self destructive ways; for example, driver's licenses, speed limits, liquor control laws, drug enforcement. Many young people may be able to commute via skateboard without spinning out of control and into a motor vehicle; but some of them will lack the skill or the judgement to stay out of the path of cars, trucks, and busses. The results could be tragic. It may be hard to understand the mindset of a 19-year-old male with a rebellious streak, but it's not hard to put yourself in the place of the driver of a car who might kill a skateboarder who was riding at night, in dark clothing, among the cars. Anyone who has driven in the downtown area, at the speed limit, only to have a bike dash out of an alleyway or a pedestrian walk blithely in front of them, mid block, understands what's in store if skateboarding in the street becomes legal.</p>
		<p>I strongly oppose the notion of allowing skateboards and skateboarders on city streets. But if the city should decide to allow them, the rules need to be simple enough for all to understand and they need to be enforced aggressively by the Eugene police. My opposition: As a resident of south Eugene, living near the University, I already (and constantly) encounter skateboarders on the roads, on sidewalks, and at intersections. I recognize that the city feels the need to regulate this activity -- since it appears impossible to stop it -- but I do not see how you and other city planners can design a system that won't put skateboarders in danger, while also making driving even more complicated and potentially hazardous. My biggest fear is that no matter how well designed any new regulations are, the skateboarding community is likely to ignore the details and assume that they now have carte blanche to use the roads. Let's be frank, we're talking about mostly young males (teens to mid-20s) whose frontal lobes haven't yet fully developed -- see the research on brain development that's appeared over the past decade -- and who believe they are invincible. Specifics (e.g., no hills, bike-type regulations about hand signals, guidance or restrictions on hills) will mean little or nothing to most of the skateboarders. Regardless of what the rules say, drivers will encounter some skateboards in the road, some in bike lanes, and other switching from one to the other randomly as they seek to gain speed (as happens now), because the skateboarders will believe they have a right to be there -- because all they'll focus on is that the city has said it's okay to be on public thoroughfares. My strong preference would be for skateboards to be banned -- and the ban fully and effectively enforced -- from both bicycle lanes and roads, but I guess that's not an option. But if you do allow them...But if the city should decide to allow skateboards on public roads -- which, as I note above, I would consider a big mistake -- I feel strongly that you need to keep the rules very, very simple, and then enforce them aggressively. No matter how well you design an education campaign (or how much money you spend on it), I feel certain that few skateboarders are going to take the time to learn any of the significant details. Any rules regulating skateboards on city streets (or bike lanes) must be straightforward and not involve any 'either/or' options, include different rules for different neighborhoods or blocks, or allow skateboards to use bike lanes in some areas and not in others. As I mention above, I don't believe anyone can design a safe set of rules, but if you make the attempt you've got to keep it very basic, very straightforward, and -- if I may be so bold -- simple enough to fit the entire regulation on a 3x5 index card (with large print). Because that's about the largest bit of text you're going to be able to get a skateboarder to read (as far as I can predict). Moreover, you and the city will need to ensure that the Eugene police are on board with an aggressive enforcement campaign. Such a campaign will need to involve added patrols in the first few months that any new rules are implemented and a willingness on the part of the police to ticket violators -- warnings are not going to be enough, at least in my opinion. And once the first few months have passed, police are still going to have to be active and aggressive in ensuring that skateboarders abide by the (simple, I hope) rules that have been promulgated. If you don't have complete buy-in from the police (not just the chief, mind you, but the patrolling officers who will have to pull the skateboarders over and write the tickets), you will have chaos in the roadways. And such an effort will cost money; if city can't or won't appropriate the funds and/or if the police won't willingly use their (already limited) budget to pay for it, the entire effort will be meaningless. To conclude, I do not envy you this task. I recommend against any measures that would make skateboard use on the streets, bike lanes, or sidewalks legal. But, if common sense loses and the city does opt to allow skateboards on the roadways, I strongly suggest keeping the regulations simple and implementing (with sufficient funding) an aggressive enforcement effort.</p>
		<p>Question: "Should Skate Boarders be Allowed to Travel in Bike Lanes?" Response: "Yes! Not only should Skate Boarders be allowed to use Bike Lanes, they should be encouraged to use them provided all rules of the road are complied with including: 1. Bike lanes are used only as a "means of travel," not for "play-boarding" or any other recreational, non-travel use. 2. Skate Board use complies with all relevant "rules of the road" requirements, including but not limited to: a) Lane Direction; b) Obeying Stop Sign &amp; Traffic Signals; c) Traveling Single-File and within Designated Bike Lane Stripes; d) Obeying Speed Limits; e) Use of Headlights/Tail Lights when traveling at Night; f) Signaling when Turning; and g) Not Traveling "In and Out" from Sidewalks to Bike Lanes to Sidewalks, etc."</p>

Electric Assist Bicycles	Downtown Sidewalk Zone	Skateboards in Streets
		Just writing to comment on the question of opening up bike paths to skateboards. In general, I do not think this is a good idea. As a biker, I have encountered skateboarders and find the interaction somewhat unpredictable, as they must swerve or kick to move and thus are not stable. They go slower, so one must figure out when is the moment to pass. If we hope to encourage alternative modes, I think having safe and clear spaces for bicycles is much more productive than including skateboards in these spaces. That being said, one could try, in certain well-defined zones around campus and downtown, to mix them as a way of getting those modes off of the sidewalks where there are more pedestrians. Bikes are going slower in these congested areas and so could mix more with the boards. Allowing skateboards on hilly streets is asking for trouble in an urban environment.
		I'm an avid bicycle rider, averaging around 5000 miles a year, almost 30,000 miles on my current 6 year old bike. Most around town on bike lanes and the area pathways. I'm highly opposed to this proposal, mainly do to safety reasons. I believe if these proposals are approved they will create multiple problems of abiding by and the enforcing of current and any new regulations. Allowing Skateboards in Bike lanes and/or Electric "Bicycles on paths create safety issues. Leave well enough alone. Political correctness over safety, It's THE EASY WAY OUT if political correctness wins. Currently I do encounter skateboards in the bike lanes, inherently they're weaving to and fro, are two abreast, and many times going the wrong direction. Skateboards are toys for kids. Skateboards are an awkward in-between. Too slow for bike lanes, too fast for sidewalks. Skateboarders have a tendency of running stop signs, red lights and cross intersections too fast and with little regard to other traffic. Skate boards are substantially slower than other forms of transportation currently allowed in bike lane, exception, the seldom, slow unlit wheel chair which brings up another subject. Bike lanes currently have an allowable 25 mph speed limit and include electric and gas "scooters". Have you seen a skate board equipped with a headlight or taillight or brakes? Skateboards don't have brakes. Usually skateboard riders jump off and attempt to kick their boards up and catch them in midair to stop. All too many times I've witnessed a rider-less skateboard wildly careening away out of control. What's next, allowing joggers in bike lanes? That would be discriminating against walkers. Where does it stop? It's a lane, how about using it for automobiles during rush hour traffic. Bike lanes are highly abused now, everyday I witness landscape vehicles stopped, standing and blocking a bike lane and usually part of the adjoining traffic lane, never in fear of a citation.
		I don't think the biking community will be safely served by allowing skateboarders use of the bike lanes. I believe it will only result in lack order and a loss of predictability. I think there are a lot of people that will see the skateboarders and end up choosing not to bicycle, because of the perceived more dangerous conditions.
		As a bicycle commuter, I'm very concerned about how this proposal would impact my safety and the safety of others. Skateboarders do not have brakes and cannot react to sudden events. In my experience they routinely ignore stop signs and traffic signals, probably because they do not have a mechanism to stop. As we saw last week, this practice can be devastating for the skateboarder, and possibly for others involved. The city is rife with cyclists and skateboarders riding in extremely dangerous ways, ways that discourage responsible riders from taking advantage of our extensive infrastructure. The city should make it a goal to educate the community on safe travel, and to enforce existing laws that promote safety, rather than relax those laws and encourage more dangerous behavior.
		Skateboards are trickier. If you're going to allow them in the bike lanes, they should be required to be lighted and follow all traffic laws, as bikes (are supposed to) do. Let's face it, the coyly-stated police report on the skateboarder/car encounter at 20th & Harris could have been stated more bluntly--he rode his skateboard through the intersection and devastated the life of the auto driver.
		This is in response to the idea of allowing skateboarders in bike lanes. Two weeks ago, after dark, I was travelling on Pearl Street, when on two different occasions, I almost struck two skateboarders. They were skating in the narrow street, wearing DARK CLOTHING, NO REFLECTORS OR LIGHTING. I am glad I was driving defensively to avoid them. It is bad enough when bicyclists ride after dark without reflective clothing, reflectors or lighting. Last week, I was driving, after dark, on Coburg Road, and near the Safeway store, a motorized wheelchair darted across in front of me. Once again, no lighting or reflectors and the person was wearing dark clothing. Very scary. Why add to the problem of dark, narrow streets by allowing skateboarders on them? I also question why there isn't a law making it MANDATORY that bicyclists wear reflective clothing after dark?
		I feel it is foolish to allow skateboards on streets because it presents safety issues for the riders, and potential legal issues for drivers. I've witnessed skateboard users on Blair riding directly in the traffic lane. Not only are they slow and impede the flow of traffic, this appears inherently unsafe to the rider. Riders often fall unexpectedly and this presents drivers with ample opportunity for a skateboarder to end up under their car. Even a small stone in the street can cause a skateboard wheel to jam, tossing the rider down. Skateboards are recreational toys, not viable transportation. It makes no sense to expand skateboard use to streets just because the city allowed commercial interests to build the WJ Skatepark. In fact, many Whiteaker residents are completely against the park because it will increase traffic in our neighborhood at a time when we are already struggling with a traffic increase due to Whiteaker being the new brewery district. Mixing skateboards with bicycles and cars in an already crowded space is a bad idea.
		This proposal gives me some heartburn. I have witnessed many close encounters with skateboards and been involved in a couple of near misses myself. Skateboarders violate the prohibition of traveling on streets now. If you change the code, it will be a disaster. So many close calls in the bike lane with skateboards and bikes. They can not control their skateboards well enough to avoid bikes and they don't seem to be as aware of others as most cyclists do.
		I do not favor allowing skateboarders to use bike lanes on city streets. Skateboarders generally, in my experience, do not wear helmets, do not wear reflective clothing and do not have lights or reflectors. Oregon law only requires helmets for skateboarders aged 16 and under, on highways and in a public place, with a \$25 fine. Allowing skateboarders to use bike lanes may result in skateboarders being at significant risk of injury from accidents due to lack of visibility, particularly at night and during inclement weather. Skateboarders sometimes do not travel at the same rate of speed as bicyclists who would also be using the bicycle lane. Skateboarders sometimes are less predictable in their travel, such that vehicle drivers and bicyclists may be less able to anticipate their actions.
		Just what could be the thinking involved with even considering introducing a group of inexperienced decision makers onto surfaces historically and predominantly used by 4000lbs plus vehicles and bicycles. The afore mentioned vehicles are a danger unto themselves and others even when operated sanely and safely. The only reason death stats haven't risen in relation to miles driven is the increased in vehicle safety design. More unregulated (unenforced) distractions by unprotected individuals is only asking for trouble. Unfortunately the reality is people drive with a Dutch Bros. in one hand and a cellphone in the other. Im not interested in living with the chance of injuring or ending the life of an inattentive 10-25 year old. I have raised two scateboarders ,I know the thought processes or lack of. Those of us who use our roadways (I have for 52 years) have enough in dealing with those sharing said use. Leave the worms in the can for next years fishing season.